TRANSBAY TERMINAL

Improvement Plan

Metropolitan Transportation Commission

SMWM | Richard Rogers Partnership | Ove Arup & Partners | Associated Consultants

Dear California Citizen,

On behalf of the Executive Committee for the regional Transbay Terminal Panel we enthusiastically present a design concept for the new Transbay Terminal, a new intermodal bus and rail transit station for the Bay region and the State. The following pages showcase an extraordinary example of visionary planning, establishing a new California model for integrating regional, state, and nationwide public transportation.

The new terminal will be a world-class 21st century facility that meets current and future transit needs. It is an exceptional, environmentally sustainable design that will provide for seamless intermodal transit connections and increase options for commuters weary of growing traffic congestion. The development surrounding the terminal will include approximately 3000 residential units to help alleviate the area's housing shortage.The increased housing will create a new transit-oriented neighborhood and more vibrant downtown with retail and commercial opportunities.

The new station will accommodate significant expansion of the region's commuter bus service, including the Alameda-Contra Costa Transit District transbay service (AC Transit), the Golden Gate Bridge, Highway and Transportation District (GGBHTD), and San Mateo County's SamTrans.The station will enhance connectivity with expanded San Francisco Municipal Railway (MUNI) service and promote ridership growth for Greyhound, paratransit, and other transit providers.

The new facility will also provide for the much-anticipated San Francisco Downtown extension of Caltrain, which will serve commuters as far south as Monterey County. Ample passenger and rail capacity will be designed into the new facility to accommodate future high-speed and conventional intercity and corridor rail service to and from Los Angeles, Sacramento, the Central Valley, and the East Bay.

We are working cooperatively to move the project forward as expeditiously as possible and ensure its success. Our collective goal is to break ground in 2003 and have a fully functional new terminal for the West Coast in 2007. Please join us in support of this magnificent and pioneering project that will ensure the continued growth and prosperity of the citizens and businesses of our dynamic region and State.

Sincerely,

Mayor Willie L. Brown, Jr.
San Francisco

Supervisor Tom Ammiano
San Francisco

Matt Williams
President, AC Transit Board

Rick Fernandez
General Manager, AC Transit

Michael Burns
Chair, Peninsula Corridor Joint Powers Board

Michael Scanlon
Executive Director, Peninsula Corridor Joint Powers Board

Jon Rubin
Commissioner, Metropolitan Transportation Commission

Steve Heminger
Executive Director, Metropolitan Transportation Commission

TRANSBAY TERMINAL

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Facts and Figures

600,000 square foot multi-modal transit facility

50 bus bays on two levels with day-lit center island passenger area

6 through-track underground train station for future high-speed and conventional intercity and corridor rail service to and from Los Angeles, Sacramento, the Central Valley, and the East Bay

Transit connections to East Bay, Peninsula, North Bay, and San Francisco

80,000 daily train/bus passengers on opening day

300,000 daily train/bus passengers capacity

225,000 square feet of retail joint development in terminal

$888 million total construction cost (Train-ready terminal, in June 2000 costs)

$350 million potential joint development revenue

Mixed-use development including approximately 3000 residential units, and office, hotel, and retail space

Project construction start in December 2003

Grand opening in December 2007

Front and back cover: The luminous new Transbay Terminal at night. Light and sound play on the graceful glass structure overhead, as lively crowds enjoy the retail shops or make seamless transportation connections. Accommodating buses and trains from the region, the state, and the nation, the new terminal will be a serious, comprehensive response to the Bay Area's multi-modal transit needs far into the future.

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Meeting the Challenge

AS A VIBRANT ECONOMY, A GLOBAL CENTER FOR INNOVATION, and a peerless natural landscape, the Bay Area is an inspiring environment in which to live and work. It draws its energy from more than six million residents and workers, spread across multiple centers and settings that must be linked efficiently and sustainably. With connections to clients, friends, and family throughout the region, this mobile population requires seamless connectivity of the technology with which they work and live, and the transportation systems and networks upon which they travel.

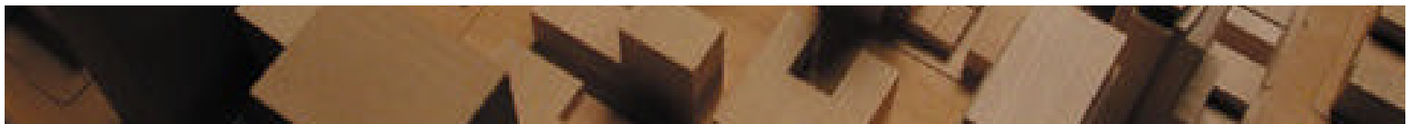
Those who rely on their cars for daily transportation encounter city streets and major freeways choked with traffic.The amount of lost time and productivity is immeasurable, and negatively impacts the regional economy and quality of life. Since 1995, Bay Area traffic congestion has increased 87%, according to a recent Caltrans report.The Metropolitan Transportation Commission (MTC) expects that by the year 2020 the average daily vehicle hours of delay will have increased by 249% from 1990 levels.

Gridlock costs the region countless hours of lost time and productivity.

To avoid heavy traffic on freeways and streets, more commuters have turned to public transit. Over the past four years, AC Transit has experienced a 50% increase in bus ridership, and anticipates continued growth in the future. BART Transbay service is now operating at full capacity during peak hours, while the BART stations in downtown San Francisco teem with commuters. Terminating at the periphery of San Francisco' s downtown (4th and Townsend Streets), Caltrain's Peninsula service is a system whose great potential will be further realized with its extension to the Transbay Terminal, thereby ending its dependence upon extended San Francisco Municipal Railway (MUNI) service to reach such important commuter destinations as the Financial District, and to link to other regional transportation modes.

The existing bus terminal and ramps cannot accommodate forecasted growth and are a blight in the district.

The existing terminal is an underutilized and dated depot attempting to serve a somewhat fractured regional transportation network. It cannot accommodate projected growth throughout the system nor respond to the growing demand for increased and



Favoring transit in a regional framework

improved connections among public transit services.

Located in downtown San Francisco, the new Transbay Terminal will be the indispensable component of a strategy to solve these problems by providing efficiently linked and greatly expanded bus and rail capacity, more convenient access to transit, and a new celebratory building that is delightful and easy to use—an appropriate new gateway to and from San Francisco. Simultaneously, the terminal will serve as the link between trains using the Caltrain Peninsula lines and trains serving the East Bay, making possible, for the first time, direct rail trips between San Francisco and the great interior of the state. After two years of work by the thirty-member Transbay Panel, under the leadership of MTC, the City of San Francisco, AC Transit, Caltrans and Caltrain, an informed, transit-based, site-appropriate decision has been made with the multi-agency constituent support required to inspire and sustain action. Building upon this resolve, the lead consultants to the Transbay Panel, SMWM, Richard Rogers Partnership, and Ove Arup & Partners have developed an exciting concept that realizes the Panel's vision for a remarkable new regional transportation hub, a building designed to encourage and accommodate new transit ridership, and a memorable public structure that celebrates the energy of arrival in a great American city.

A MULTI-MODAL TERMINAL FOR THE BAY REGION AND BEYOND

As a truly regional facility, the new Transbay Terminal will respond to modern ways of working and lifestyles that have enabled the Bay Area to become a unified economic and cultural entity. By integrating the various modes of municipal, regional, and statewide public transportation, the new terminal will bring the same ease and efficiency to public transit throughout the region that now characterizes the free exchange of ideas and information.This enhanced

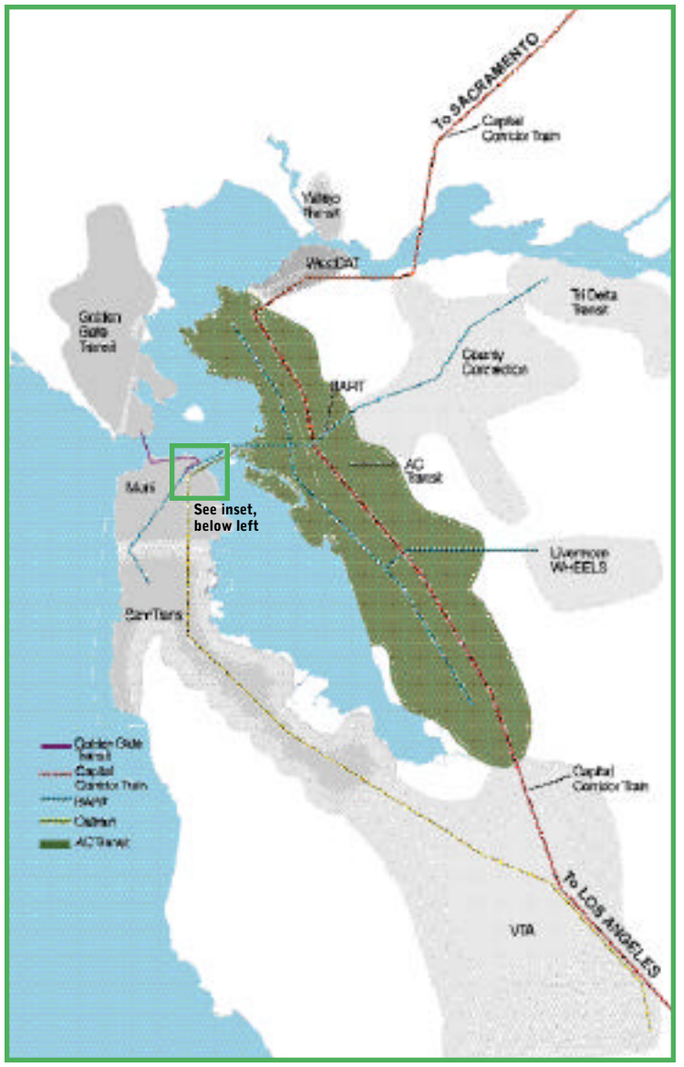


Fig. 1 **Regional commuter transit network** with future connections shown in inset to left.

Welcoming AC Transit and its growing ridership.

transportation and communication among different parts of the Bay Area and beyond will incalculably benefit the city, the region, and the state (fig.1).

Critical to the realization of the new terminal concept are the electrification and extension of Caltrain to the downtown terminal, conventional rail connections to the East Bay, and the eventual development of a high-speed intercity rail system for California, connecting San Francisco to Los Angeles in just two and a half hours. A direct rail link from the Transbay Terminal to the Capital Corridor with service to Sacramento will establish a vital, long-overdue connection between the state capital and San Francisco's robust commercial center. Closing the eight-mile rail gap between downtown San Francisco and the East Bay, the new terminal will complete a railway network that ties the entire region and California together with the rest of the nation (fig. 1, inset).

ADDRESSING IMMEDIATE AND LONG-TERM NEEDS

Recent growth and changes in travel demand throughout the region have cast light upon inadequacies in the current transportation system.Through its extraordinary, informed architecture and inclusive programming, the design of this new multi-modal station accommodates the current and future needs of the bus and rail operators serving the facility, establishes clear and simple way-finding throughout the terminal, and provides highly functional zones for bus, train, and MUNI passengers. In addition, the Transbay Terminal plan enables the creation of a new high density, living/working district, addressing San Francisco's overwhelming need for increased urban residential and commercial space in close proximity to this regional transit hub.

Anticipating a projected increase in service of more than 50% over the next 20 years, the design includes one level of 30 bus bays

	Current Bus Terminal	**2020** Transbay Terminal
Bus	20,000	35,000
Train	12,200 (4th & Townsend)	40,000

Fig. 3 **Daily Transit Ridership,** current and forecasted.

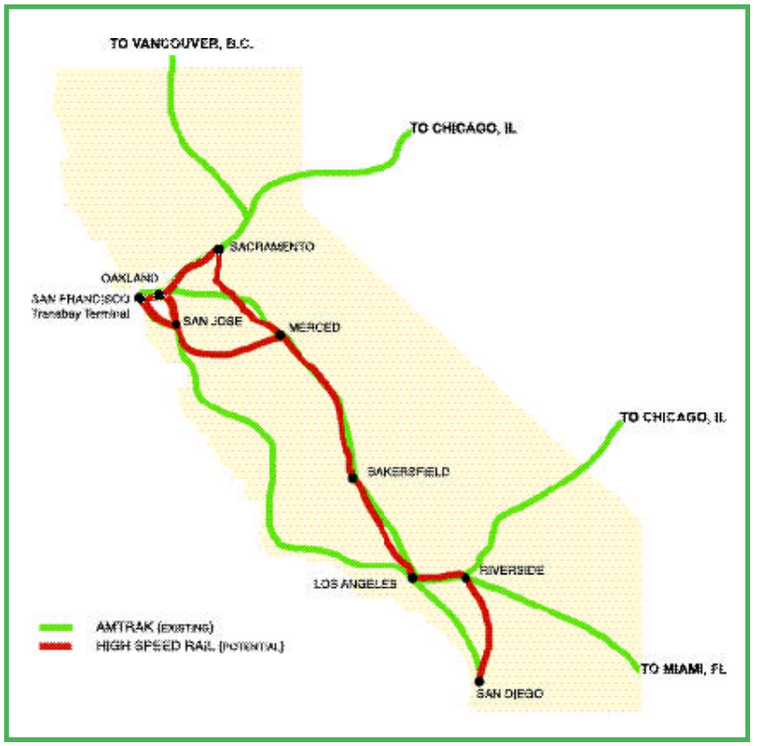


Fig. 2 **Rail links to the state and nation** with existing,planned,and future routes.

dedicated to AC Transit's Transbay service, with ramps directly connecting to the San Francisco-Oakland Bay Bridge. An underground rail facility will meet the requirements of San Francisco's Proposition H. Passed by voters in 1995, this ordinance requires the extension of the Caltrain tracks to the Transbay Terminal, and the electrification of Caltrain service between San Francisco and San Jose.The terminal will also accommodate future East Bay commuter rail and high-speed intercity rail service with destinations throughout the state (fig. 2).

The new Transbay Terminal will bring all modes of transportation to downtown San Francisco—immediately accessible to the City's active core—and address the Bay Area's most pressing need for greater inter-connectivity. By the year 2020 the Transbay Terminal will potentially serve 10,000 bus passengers and 12,000 train passengers during peak hours, with capacity for considerably more. A total of 50 bus bays will meet the 2020 growth forecast for all operators currently using the Transbay Terminal and will have sufficient latent capacity to meet further service expansion (fig. 3).

Residential	3 million square feet—approximately 3000 units, with approximately 20% for low- and moderate-income families
Office	Up to 2 million square feet
Retail	325,000 square feet—approximately 225,000 square feet in the terminal and the remainder as ground floor retail on adjacent parcels
Hotel	473,000 square feet—one 1000-room hotel immediately adjacent to the Mission Street entrance to the terminal

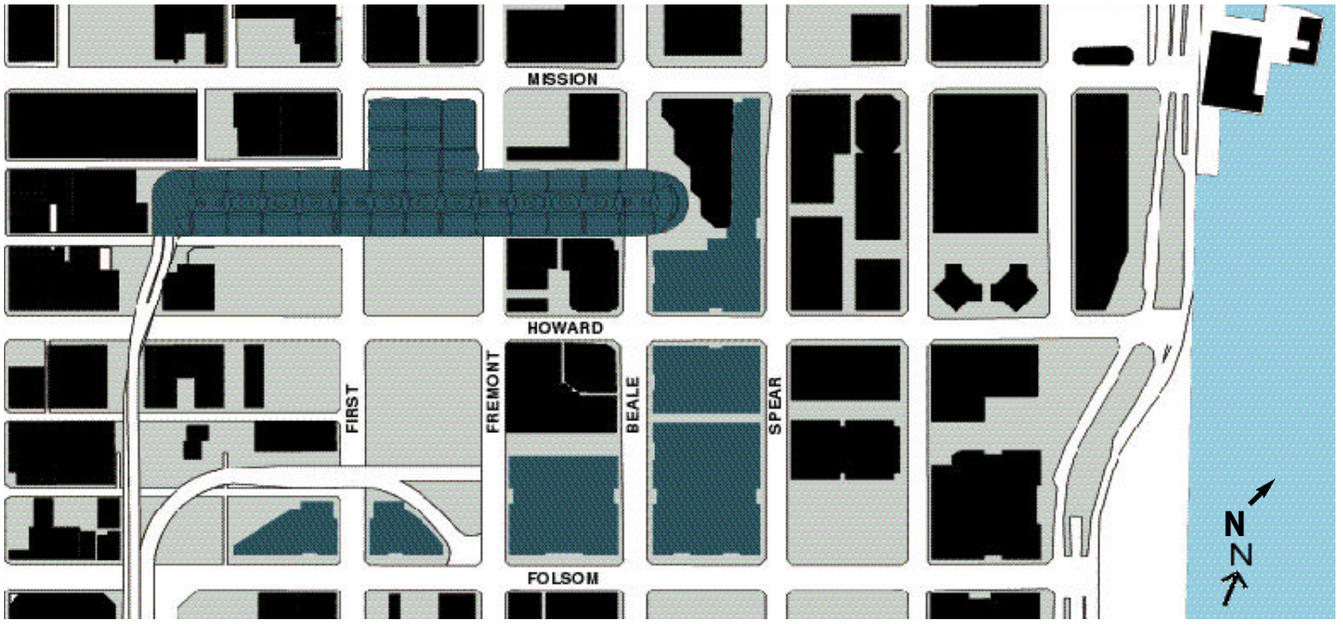
Fig. 4 **Potential Joint Development Program**

Additionally, in the most desirable and constricted real estate market in the country, the terminal will be the catalyst for and centerpiece of a new and dynamic transit-oriented, mixed-use neighborhood. Comprised of approximately 3000 new housing units (20% for low- and moderate-income families), new office development, educational facilities, and a lively retail environment, this new neighborhood will be the best-served transit district in the Bay Area, if not the nation (fig. 4). Moreover, joint development within the terminal and on adjacent parcels will contribute an estimated $400 million in revenue towards construction and will help to defray future terminal operating costs.

A SIGNATURE BUILDING FOR PUBLIC TRANSPORTATION

The new Transbay Terminal design envisions a signature civic building that celebrates public transportation in downtown San Francisco. Since March 2000, project architects and engineers have intensely worked on a comprehensive design concept that includes the terminal itself, access ramps, links to regional transportation systems, a temporary terminal for use during construction, bus storage, construction phasing and staging, and joint development. In collaboration with the design team, MTC, the City of San Francisco, and the Transbay Panel have been motivated by the desire to create a memorable structure for San Francisco, which expresses the significance of the City and its position as a cultural and economic center.

The Transbay Terminal building itself, employing design excellence and engineering ingenuity, will exemplify the Bay Area's deep commitment to public transit, and embody the principles of access, equity, and exchange that underlie the concept of regional public transportation. Design elements are open and public-spirited, from



Mixed-use development (shown in dark blue) in and around the terminal will foster the growth of the Transbay District.

the Mission Street piazza,to the grand Concourse spanning the length of the building, such that the vast and exciting community of commuters, visitors, retailers, and shoppers will be visible from all levels of the terminal. A flowing glass roof structure will allow sunlight to drench the interior spaces of the building and offer passengers an intimate view of downtown San Francisco as they disembark from Transbay and other buses. Retail, conference, and educational uses will extend the active life of the facility during off-peak periods and support transit operations, thereby reaffirming the terminal as a truly public amenity.

Design based on principles of environmental responsibility.

Conceptual plans, models, and computer renderings have been prepared by SMWM, Richard Rogers Partnership, and Ove Arup & Partners, the lead consultants to the Metropolitan Transportation Commission.These test potentials of the site assure efficiency and connectivity among transit services, and lay the design framework for an extraordinary new regional station within the network of regional and national transportation.

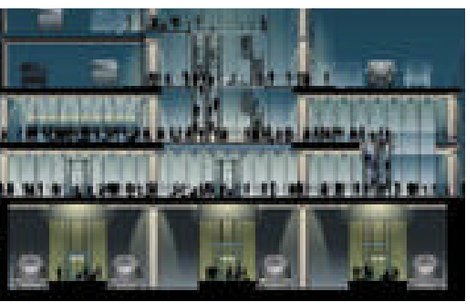
The following pages outline the proposed design and operation of the new multi-modal facility, and describe the relationship of the terminal to its site and the City with cross sections of the terminal building and level-by-level drawings. Highlights of the approach to building engineering, transit linkages, sustainability protocols, and joint development options are also discussed. Detailed information on ridership forecasts, the preliminary building program, and engineering and implementation analyses are available from the MTC in separate Working Papers.

The proposed Transbay Terminal works for transit operations, for passengers and pedestrians, for transit-based, mixed-use development, and for the creation of significant public architecture. Its innovative and sustainable design and comprehensive array of transportation options, including high-speed intercity rail, will establish the new terminal as the crowning achievement of an integrated regional transportation network with connections to the state and nation. Fittingly, this design concept is named “Great Expectations.”

GREAT EXPECTATIONS

Public Transportation for the Future

THE TRANSBAY TERMINAL CONCEPT DESIGN IS FORWARD-looking and generous, responding to emerging modes of living and working while allowing room for growth and change that cannot be fully anticipated. It envisions a terminal that will serve the whole Bay region, and the growing network of public transportation services, with a building that expresses the importance of the public's arrival in one of the world's great cosmopolitan cites. By 2010, the Transbay Terminal will have become a marketplace of public transportation, the place to get anywhere, anytime. New high-rise, mixed-income housing in the surrounding neighborhood, the possibility of new office space, a major new hotel and downtown conference and educational facilities will draw an 18-hour population into the terminal to use its services, enjoy its retail and restaurants, and carry on the commerce of a great city.



Both day and night,the terminal will be a bustling interchange of people, ideas, and commerce.

photograph by Herb Lingl

Gateway to one of the world's great cities.

Riders of local and regional buses, commuter trains, paratransit, high-speed rail, intra-city buses, private carriers and bridge bicycle shuttles will converge at the terminal, and exchange transit modes. They will pick up a sandwich, a book, a course catalog, a present, or flowers. They will plan to meet at the café, conduct business in the latest telecommunications conference rooms, or take a seminar. They will pause for a moment, look up, and marvel at the form and light and energy of the city around them, and know they are in San Francisco.

Extending Caltrain service downtown will serve an expanded ridership and make trains a productive part of the workday.

As the heart of regional transit system and an extraordinary landmark building in the heart of the City, the Transbay Terminal will be the locus of constant activity. Via an exclusive ramp from the Bay Bridge, buses will enter the terminal building and dock at the sawtooth platform bays on the upper levels. After disembarking, as sunlight pours through the glass roof overhead, passengers will see the city surrounding them. Moving down to the Concourse Level, they will experience an effortless sense of wayfinding, with all facilities visible from the escalator ride. Meanwhile, Caltrain commuters and rail passengers from all regions of the state will be arriving in the lower level of the terminal, where wide platforms and multiple exits will speed their entry into the light-filled train lobby and Concourse above. Moving out through the great Mission Street piazza, passengers may be tempted by the rich smells of fresh coffee and bagels. They may choose a convenient taxi or a wonderful city walk to their destination or the multitude of transit services along Market Street. Other transit users will move to the ground level between Fremont and Beale Streets and board a waiting MUNI or Golden Gate Transit bus to points throughout the city, and beyond.

High-speed and conventional inter-city rail service to the terminal will enhance the quality of San Francisco and the region as a place to live and do business.

Riders of local and regional buses will converge at the terminal and exchange transit modes.

People enjoying the Mission Street piazza on a sunny weekday morning may see bankers, lawyers, and technology workers pass through on their way to the Train Level. On the Peninsula train they can conduct meetings, use mobile phones and computers in comfort while avoiding road congestion headaches. Students, guest lecturers, and researchers will find the train convenient for travel to the region's prestigious universities. The close contact will strengthen academia's relationship with industry and commerce. Peninsula shoppers can easily reach Union Square via a simple MUNI connection at the new Transbay Terminal. City residents arriving at Palo Alto's University Avenue Station can board the free shuttle bus to Stanford Shopping Center or the boutique shops on California Avenue. With travel times to Palo Alto of 40 minutes or less, the train will be the travel mode of choice for Downtown–Peninsula trips.

Throughout the day, passengers arriving and departing on California's new High Speed Rail System will enjoy the convenience of the multi-modal terminal. Travelers will use the dedicated platform on the lower level to board the train. Capital Corridor trips between San Francisco and Sacramento will take just one hour and 40 minutes, San Francisco and Los Angeles, two hours and 30 minutes. These business travelers will enjoy a smooth, comfortable, productive ride, avoiding the ever-

increasing "winglock" delays of the state's major airports, as well as delays caused by fog and inclement weather.

Residents and workers in the Transbay District will enjoy a lifestyle that is unique in the Bay Area, with unparalleled proximity to local, regional, and intercity public transit services. Further, the beautiful San Francisco waterfront, Pacific Bell Park, and the entertainment and cultural opportunities of Yerba Buena Gardens are all within walking distance, adding to the appeal of this dynamic district. Development in partnership with private enterprise both in and around the terminal will encourage the blossoming of the neighborhood with diverse shopping, housing, workplace, education, and childcare options.

All of this will be made possible by a concept design that anticipates the future of public transportation and recognizes its importance to the formation and growth of neighborhoods, cities, and regions. Enjoying the support and guidance of the Transbay Panel and the Bay Area Toll Authority (BATA), the "Great Expectations" concept design places a robust program of interconnected transit options within a landmark building for the Bay Area.

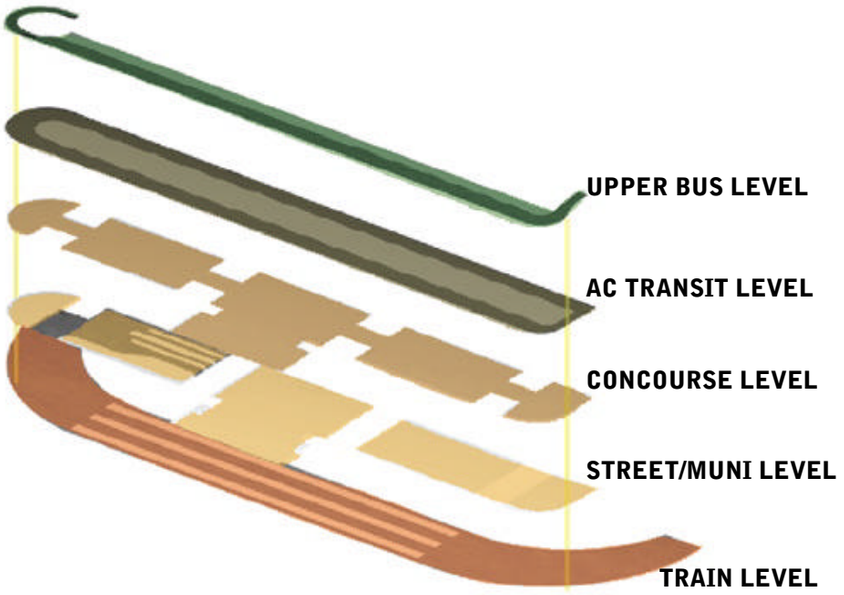


Fig. 5 **Transbay Terminal levels**

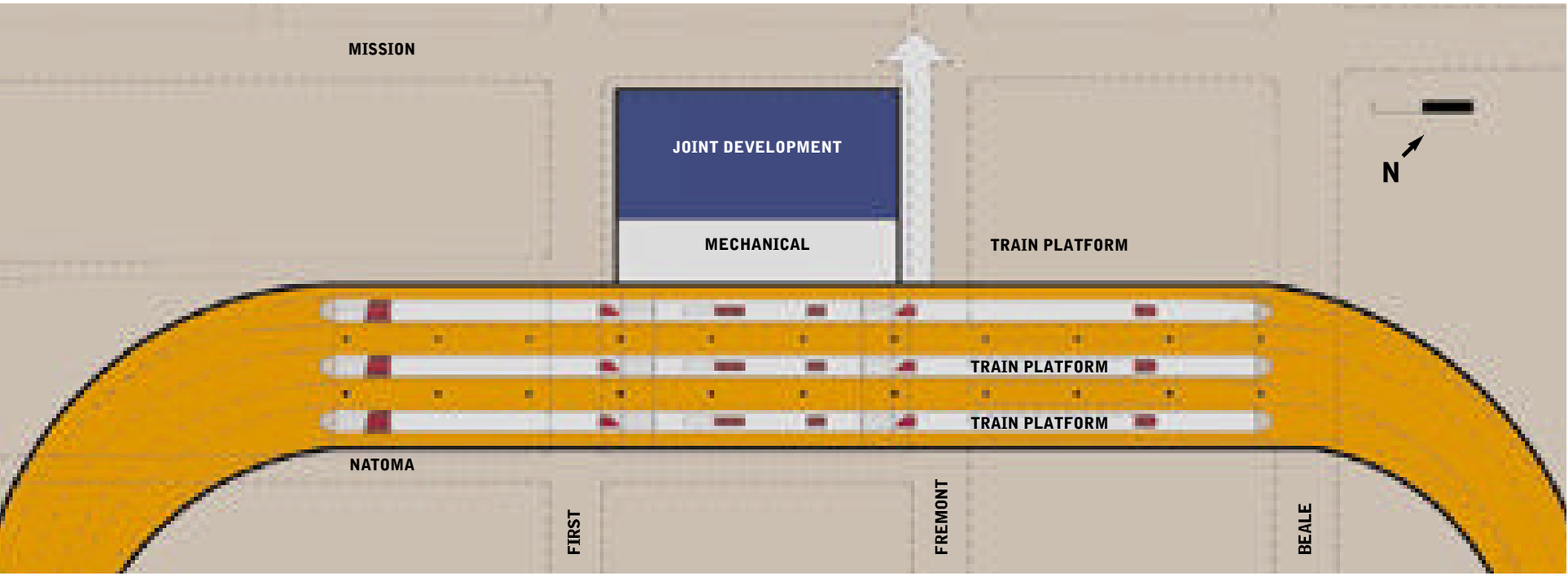
Terminal Design and Engineering Concept Drawings

THE "GREAT EXPECTATIONS" CONCEPT DESIGN

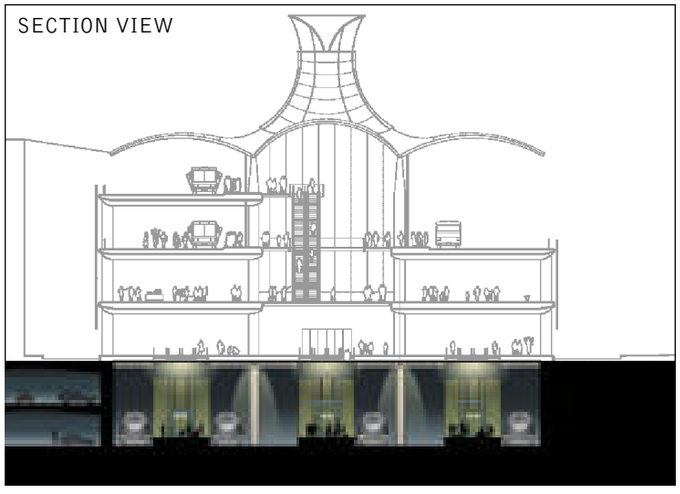
Envisioning a one-block-wide by three-block-long terminal near the heart of San Francisco's Financial District, the "Great Expectations" concept design effectively integrates the existing modes of regional public transportation and accommodates future system expansions. Two bus levels served by ramps directly connected to the Bay Bridge provide an efficient design for transit operators, while strategic bus storage locations and connected ramps avoid conflict on city streets. An underground rail facility welcomes the extension of Caltrain to downtown and provides space for future East Bay commuter rail and California's high-speed intercity rail (fig. 5).

Circulation and redirection of buses within the terminal building envelope enables the removal of the wide ramp loop and opens the Transbay neighborhood for development. Centralized access to all levels and services clarifies passenger circulation and facilitates easy transfer between different transit options. An architectural approach focused on optimizing daylight and natural ventilation further enriches the passenger experience, and alludes to a sustainable design organized on principles of environmental responsibility.

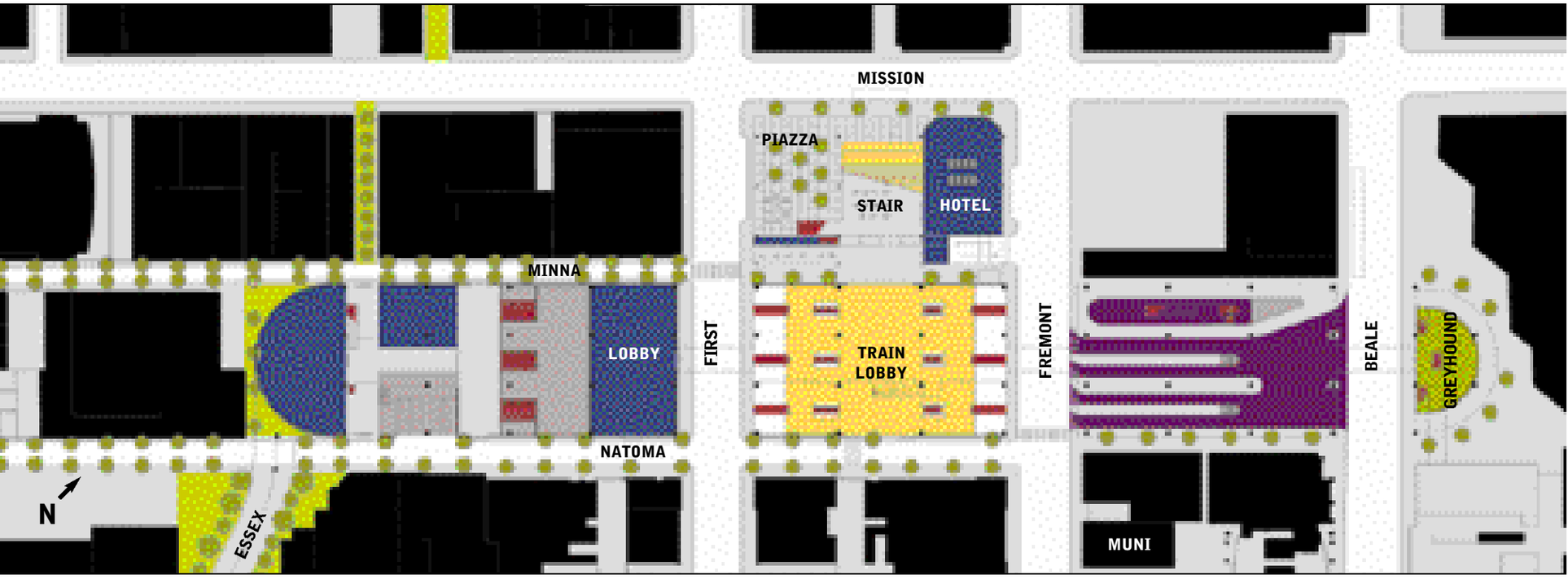
Using preliminary floor plans and building sections, the following pages illustrate the Transbay Terminal Concept Design, as approved by the Transbay Panel and the BATA in September 2000. Concept-level engineering analyses, cost estimates, operations analyses, usage forecasts, and other supporting information that allowed for an informed consensus to be reached, are available from MTC in a series of working papers. Work continues on further analyses and planning in an effort to realize this remarkable project. Current estimates suggest a 2003 groundbreaking on a temporary terminal to allow demolition of the existing facility, with the opening of the permanent terminal in 2007.



Train Level -30'

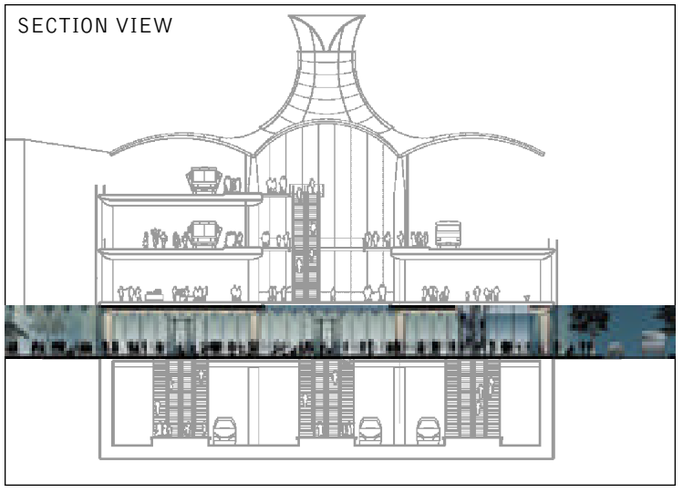


The new Transbay Terminal includes one subterranean level that accommodates the underground downtown extension of Caltrain,and future East Bay commuter rail,Capital Corridor and other conventional rail, and high-speed intercity rail service. Three platforms serve six through-tracks with planned access from all three terminal blocks. This will provide convenient and efficient circulation to and from the trains and easy connection with other forms of public transportation.Extensive service, baggage, and operations facilities for future high-speed rail are programmed into the Train Level.Below-grade space, extending to Mission Street,will provide essential mechanical space for the terminal,support joint development uses,and offer a below-grade pedestrian route for potential future connection to BART and Market Street.

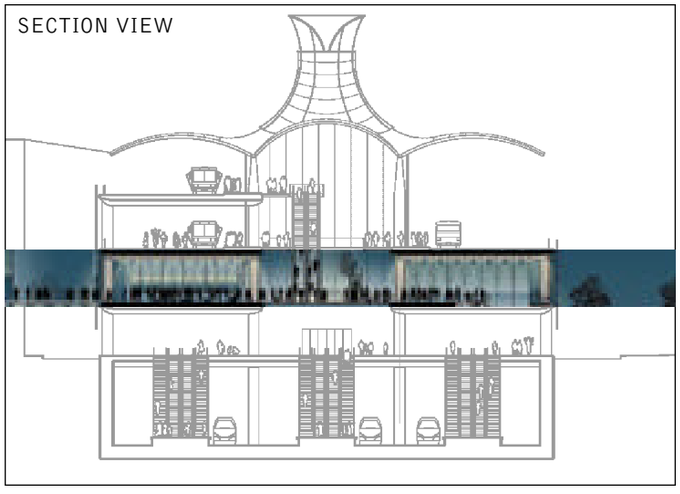


Street/MUNI Level +/-0'

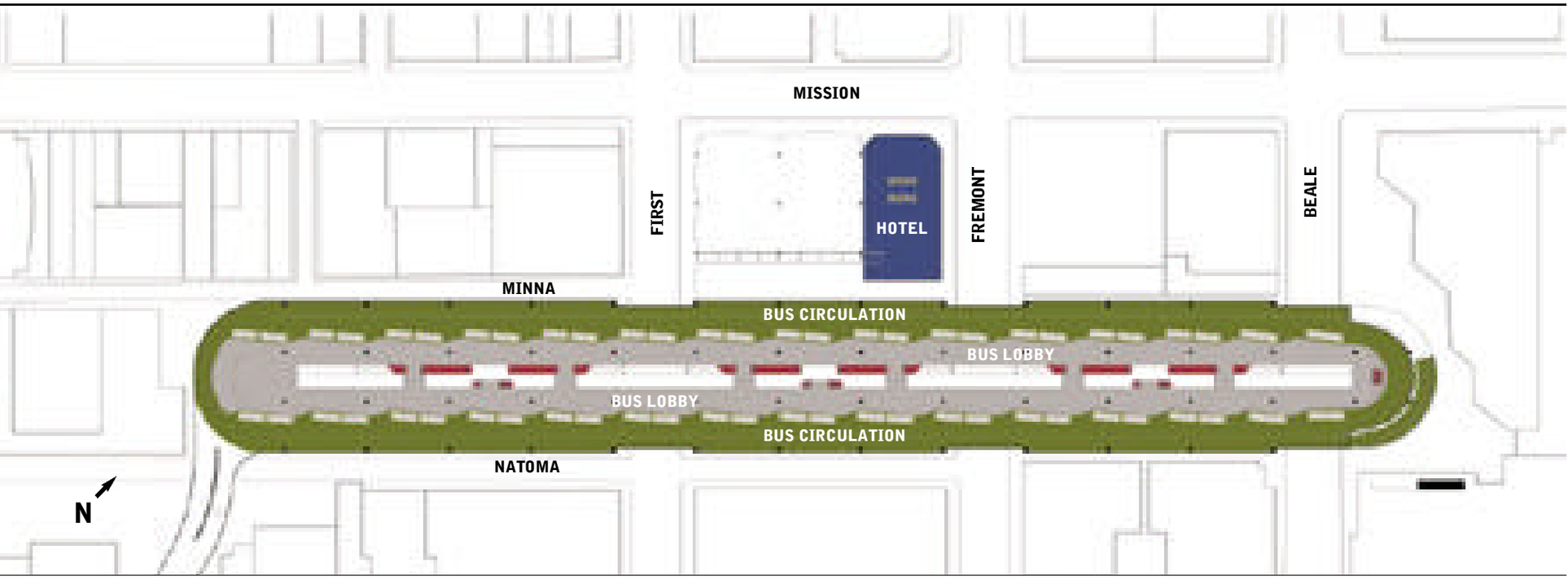
From east to west,the ground floor level includes a lobby for Greyhound and Greyhound Package Express on the east side of Beale Street. The full block that runs from the west side of Beale Street to the east side of Fremont Street accommodates MUNI buses and trolley coaches,and Golden Gate Transit Basic Service buses.It also includes several access points to trains below and AC Transit and other carriers on the upper levels. The central block,from Mission to Natoma and Fremont to First Streets,houses a major hotel and a public plaza on Mission Street, a grand stair leading to the terminal Concourse, as well as space for MUNI and taxi service. The southern half of the block serves as the lobby for train ticketing,waiting,and baggage handling,also providing access down to the trains and up to the buses. The block west of First Street includes retail space, a second transit lobby and service space for ventilation of the below-grade train hall.



Concourse Level +20'

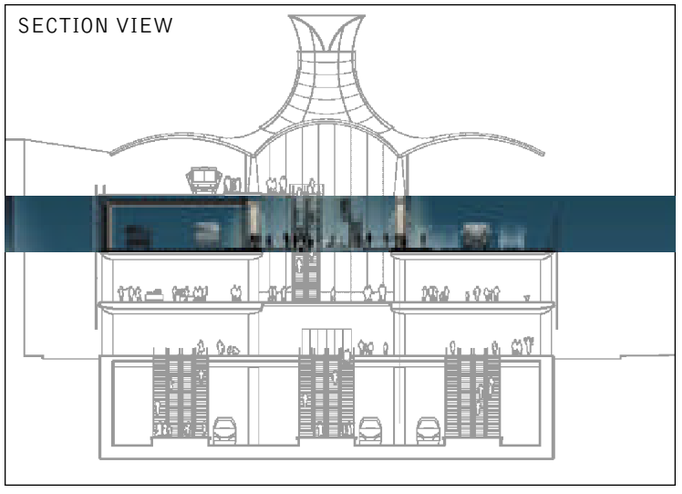


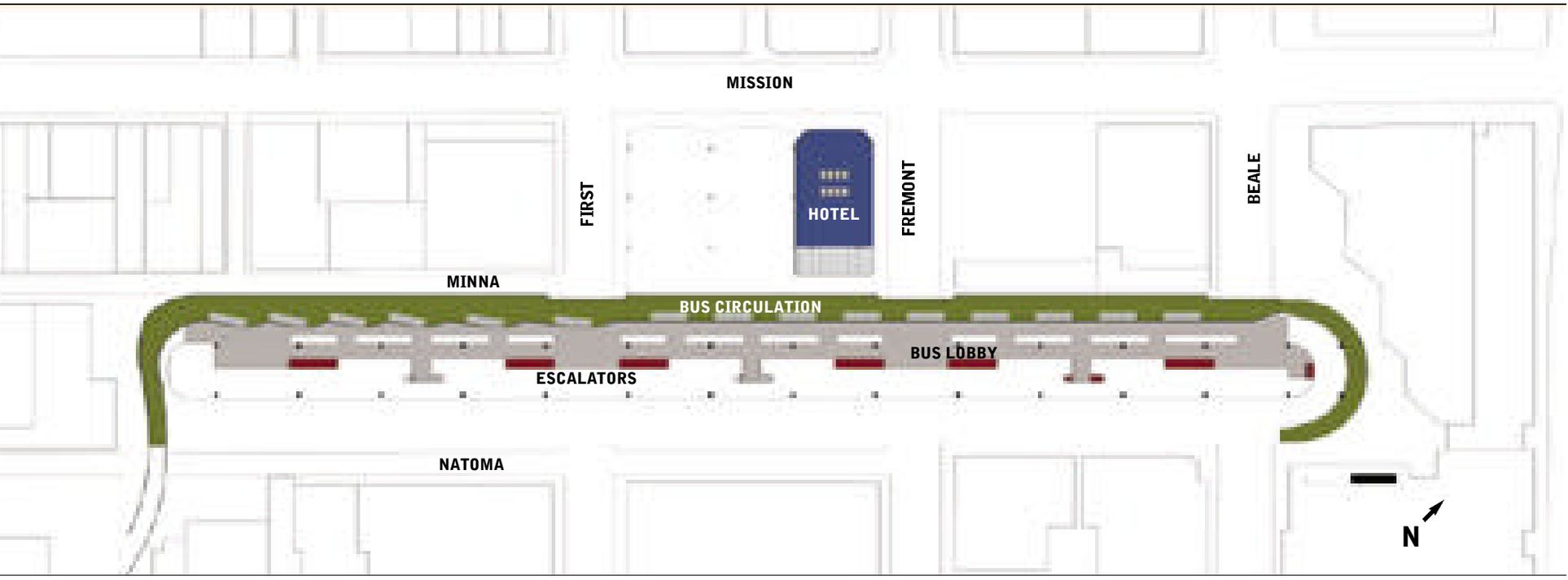
The second floor of the new terminal consists of a Concourse Level that functions as a long bridge, connecting the various blocks one full story above street level.Accessed by the great piazza stair, or escalators and elevators in numerous locations along its length,the Concourse Level provides a safe pedestrian environment from which bus riders can ascend to their buses on the third and fourth levels. For orientation purposes,one can view into the two bus levels above.Light flows down through the transparent roof onto the central circulation spine, animating the pedestrian atmosphere and experience.An array of convenient ticketing, dining, and shopping opportunities surrounds the broad public walkway in 150,000 to 225,000 square feet of retail,entertainment,conference, educational,and cultural space. For terminal users and the public in general, this programmatic mix makes the new terminal a destination within a destination.



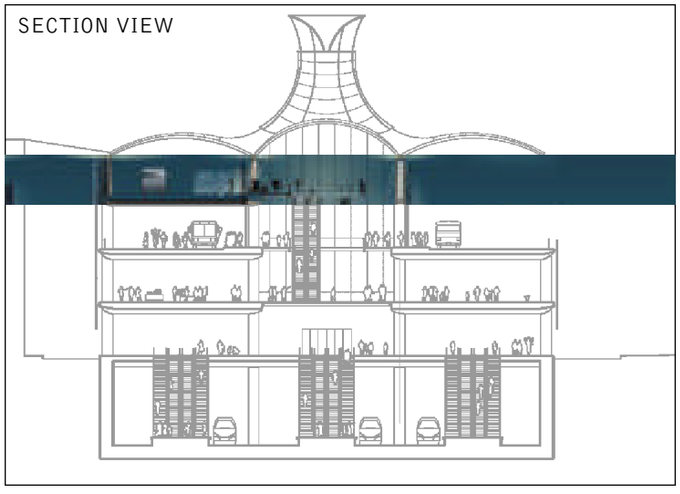
AC Transit Level +40'

The terminal's third level accommodates the entire AC Transit commuter operation,and is sized to permit 26 articulated and four standard buses to serve arriving and departing passengers simultaneously. Ample escalators and elevators serve this level from below, and will accommodate a peak load of 25,000 passengers per hour. The AC Transit Level also includes protected passenger waiting areas and circulation to the Upper Bus Level.Based on clear wayfinding,this open, light-filled space allows passengers to see and walk from end to end to locate their desired buses.





Upper Bus Level +60'



The uppermost floor is a partial level on the north side of the building, running the length of the terminal.It serves Greyhound and other users such as paratransit and private operators. These other carriers share an exit ramp from the Bay Bridge with AC Transit, which splits prior to entering the terminal's west end.One ramp serves the AC Transit Level while a separate ramp serves the Upper Bus Level,resulting in a stacked configuration.At the east end,the buses from the upper level ramp down within the terminal and join AC Transit buses to return to the Bay Bridge.

Terminal in the City

THE TRANSBAY TERMINAL WILL BE A FUNCTIONAL AND physical landmark in the city. Bringing together its many amenities will require a building with a substantial footprint, yet the "Great Expectations" design neatly weaves itself into the dynamic city fabric. Its success rests on the concepts of permeability and flow, applied to nearly every aspect of the design.

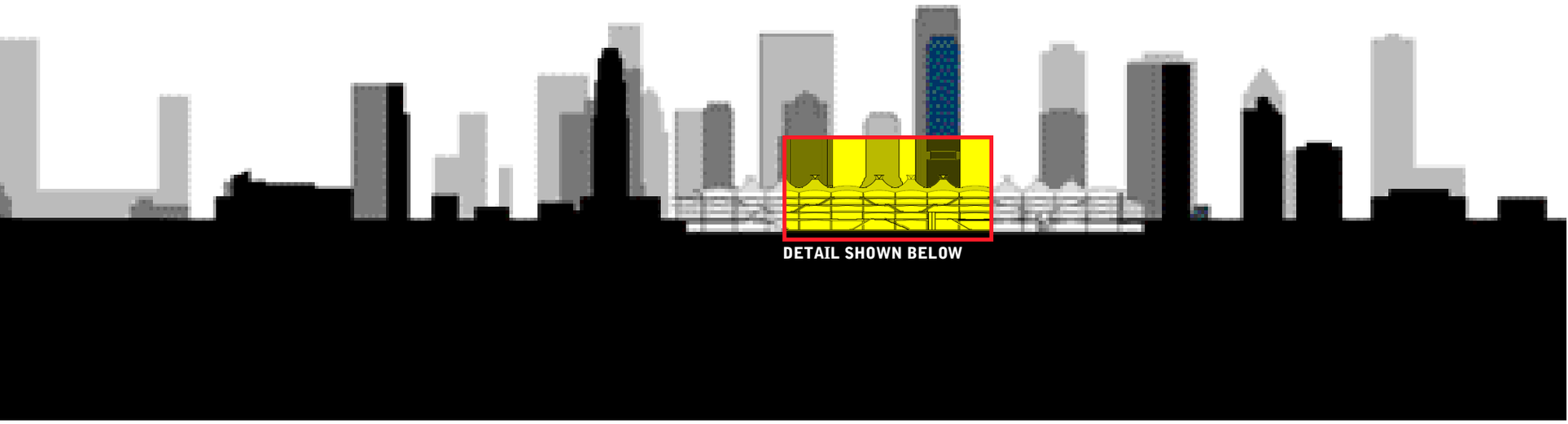
The luminous building has a light presence in the city fabric and frees sizeable land parcels for development (shown in dark brown).

Careful consideration of the terminal site has resulted in a design seamlessly integrated into the natural pedestrian and vehicle flow of the surrounding neighborhood. Well-distributed access points permit people to enter, exit,or pass through the facility at multiple locations along the Street and Concourse levels. Spanning three busy city streets, the new terminal building will locate internal pedestrian circulation along a concourse one story above street level, leaving the flow of vehicular traffic on First, Fremont, and Beale Streets undisturbed.The experience on the sidewalk below will be marked by the visual and physical permeability of the structure, with passers-by able to look within the terminal to a variety of levels. Ramps connecting the terminal directly to the Bay Bridge will allow efficient transit operations and will help alleviate congestion on the already heavily trafficked streets surrounding the terminal.

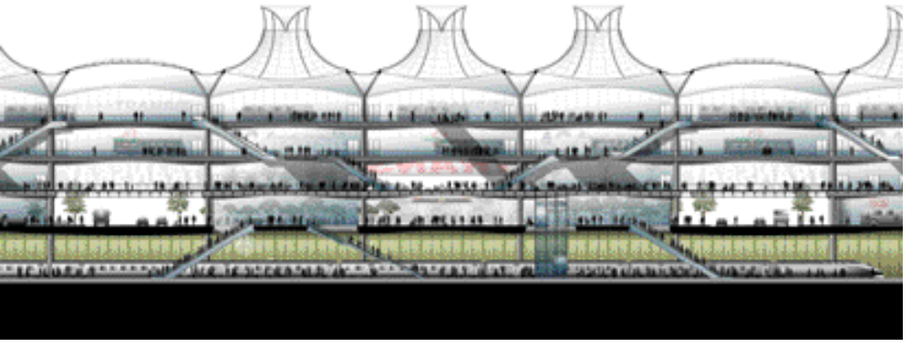
A fluid architectural vocabulary, including a flowing glass roof structure, will create a stunning building with a light, unobtrusive presence, while greatly benefiting its interior spaces. Use of daylight and natural ventilation, and other significant sustainable design features, will permit sunlight and air to permeate the building. Large, carefully placed columns will support the floor levels and the dramatic, flowing roof without impeding passengers' movements. The glass roof will allow daylight to enter deep into the terminal and be a window to breathtaking panoramas of downtown San Francisco.

The diagrams on the following two pages illustrate how the Transbay Terminal building relates to its urban context and demonstrate the structure's permeability and openness.

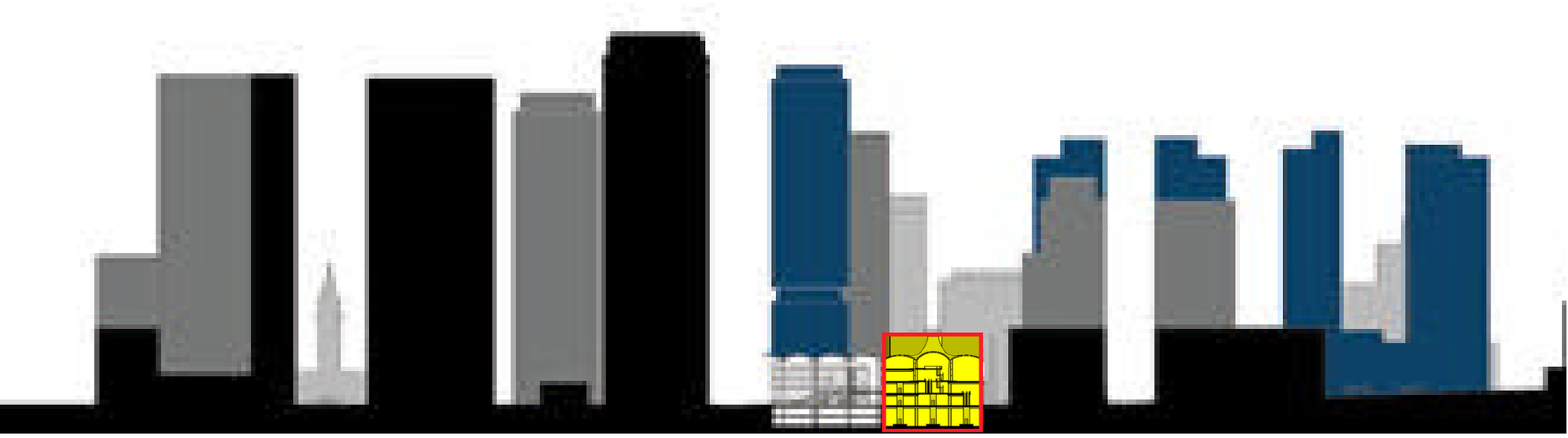
photograph by Herb Lingl



City Section Looking North



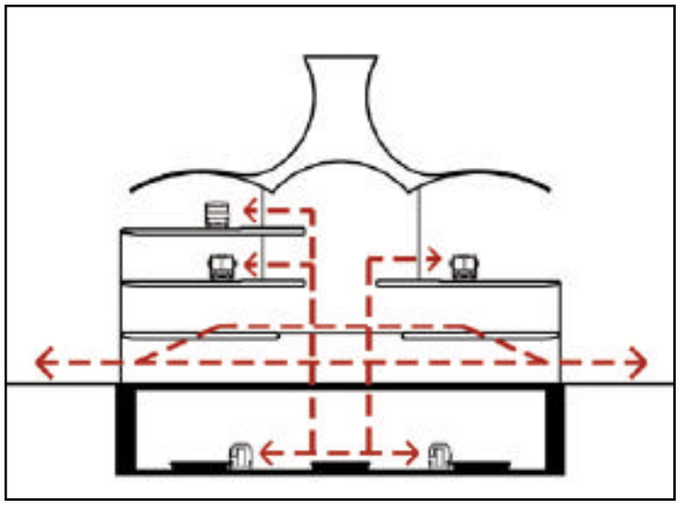
The 165-foot wide by 1,300 foot long facility will have a structural framing system that permits unimpeded pedestrian and transit vehicle movements both horizontally and vertically. Significant sustainable design features will include optimizing natural ventilation by harnessing the reliable prevailing winds, designing the roof and exterior walls to maximize natural lighting,and capturing rain water for maintenance and irrigation.

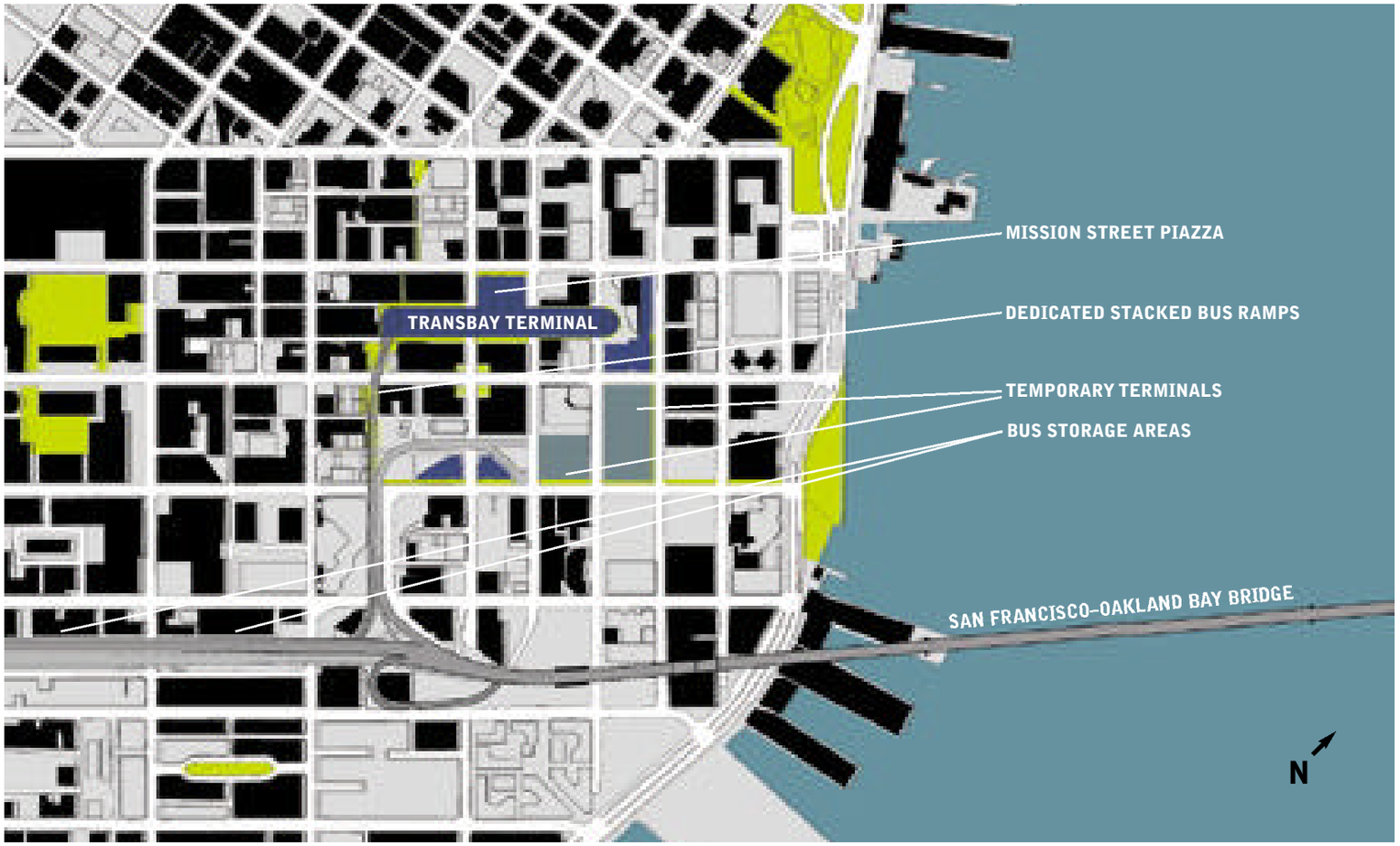


DETAIL SHOWN BELOW

City Section Looking East

Dedicated bus ramps and entry points create a smooth,unimpeded vehicle flow. Multiple access points in all directions enable pedestrians to enter and pass through the facility at the Street and Concourse Levels. Within the terminal,passengers will use stairs, elevators and escalators to circulate effortlessly between levels,the broad concourse, and platforms to reach their bus or train,as shown in the diagram on the right. These circulation elements are bound together in a central atrium that allows clear wayfinding for passengers.





Other Design Components

NON-TERMINAL FACILITIES

The design concept for the project has addressed three additional major components to the new Transbay Terminal: a temporary terminal for use while the new facility is under construction, midday bus storage facilities, and access ramps that provide direct connections to the Bay Bridge, as shown in the map above. Preliminary engineering work has determined the approach to these non-terminal building elements to be as follows:

Temporary Terminal: Constructed on the block bounded by Main, Beale, Howard, and Folsom Streets, an 17-bus-bay facility will be the temporary home to AC Transit during construction of the new Transbay Terminal and ramps. Amenities will be limited to temporary ticketing, public restrooms, and supervisory facilities for the operator. Access to this terminal will be via a temporary ramp parallel to the proposed Fremont Street off-ramp. Golden Gate Transit, currently using this site for bus storage, will be relocated to one of several sites currenly being explored. Greyhound will be temporarily relocated to the south end of the block bounded by Fremont, Beale, Howard, and Folsom Streets.This site permits a total of 8 bus bays and space for temporary support facilities.Options for temporary operations for MUNI, Golden Gate Transit, and other bus services will include curbside service for passenger loading and unloading on the block occupied by the temporary terminal.

Bus Storage Areas: AC Transit storage will be located below the west approaches to the Bay Bridge, between Second and Third Streets.The bus storage lot will be at grade with sufficient area for parking and circulation in accordance with AC Transit's needs. Depending on the layout and operation of the facility, up to 70

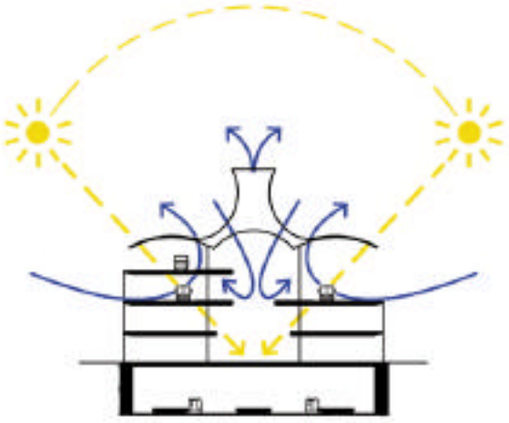
buses can be accommodated at grade with another nine on the access ramp connecting the storage facility to the Bay Bridge.The plans include a building to house a lounge and restrooms for the drivers, and office space for supervisory personnel.

For weekday use, Golden Gate Transit bus storage will be under the west approaches to the Bay Bridge, between Third and Fourth Streets. Approximately 140 buses can be accommodated on a paved, at-grade lot that can be available for other uses in the evening and on weekends.

Ramps: Simple and efficient ramps are planned to permit bus circulation from the Bay Bridge directly to the two bus levels of the Transbay Terminal building along the Essex Street corridor. Additional ramps will permit direct movements from the Bay Bridge to AC Transit's storage facility.

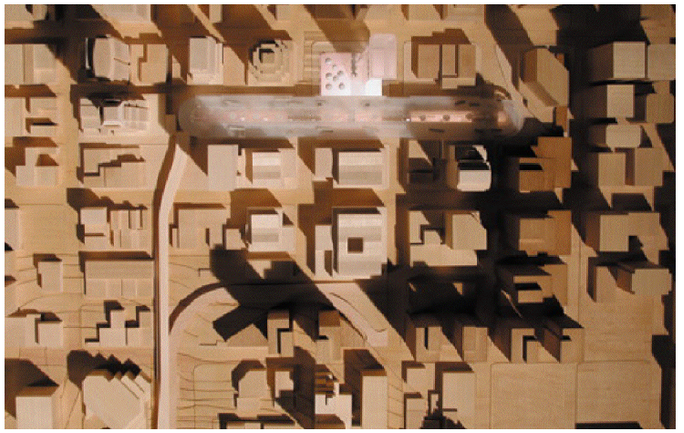
INNOVATIVE SUSTAINABLE DESIGN

By virtue of it being a public transportation facility, the new Transbay Terminal is an environmentally sound, sustainable project. MTC, the City of San Francisco, the Transbay Panel members, and the design team have agreed in their dedication to make responsible, sustainable design a high priority for the new terminal. Accordingly, the design is based upon a wide-ranging sustainable approach to the terminal building that uses the natural wind flows in downtown San Francisco to ventilate and cool the facility, harnesses solar energy for passive heating and cooling, and establishes sustainability protocols for materials, construction procedures and long-term building operations.



Daylight and natural ventilation will suffuse the terminal with sunlight and air, and save energy.

Joint development will complement the terminal's transit program with a range of compatible uses on adjacent sites (shown in dark brown).



Joint Development

AS THE CENTER OF A REGIONAL TRANSPORTATION SYSTEM and the centerpiece of a new and dynamic mixed-use neighborhood, the Transbay Terminal will be both a gateway to the city and a model of sustainable, high-density urban living. Development on publicly-owned parcels adjacent to the terminal and along Folsom and Beale Streets will promote increased transit ridership, particularly for the reverse-commute to the Peninsula and Silicon Valley, and will reinforce the Transbay Terminal as a regional hub. Additional development within the terminal building will support it as a landmark public and retail destination in San Francisco. Of equal importance, revenue generated from joint development in the terminal and on adjacent parcels will be used to help support both the capital costs and the on-going operations of the facility.

The joint development program for the terminal and the adjacent parcels includes a mix of uses that draws on the energies of the adjacent Financial District, Rincon Point, South Beach, and South of Market multi-media commercial zone, and the thousands of daily commuters.The terminal itself will potentially include destination, entertainment, and convenience retail, as well as an educational and conference center anchored by the downtown campus of San Francisco State University. An adjacent proposed 1000-room hotel, in conjunction with the introduction of high-speed intercity rail, will establish the Transbay Terminal as a regional and statewide destination.

Childcare centers and other services within the terminal will encourage increased transit ridership.

Development of adjacent parcels has been envisioned as primarily residential, with approximately 3000 units (approximately 20% designated as affordable) serving a diverse mix of residents. Complementing the residential development will be up to 2 million square feet of office and educational facilities, much of which could be integrated with housing in mixed-use developments. Serving the needs of the thousands of new residents, workers, and visitors would be up to 325,000 square feet of retail, of which up to 225,000 square feet might be in the terminal itself.

Transit facilities such as the new Transbay Terminal are a natural partner for childcare centers, enabling families to integrate their child care-related travel into their daily work commute. Offering childcare and transit services at the same location provides an incentive to parents to use public transportation instead of driving single occupant vehicles into the city. Childcare centers operate in transit facilities in Chicago, Los Angeles, Washington DC, Miami, and San Diego. The childcare center at Caltrain Tamien Station in San Jose, open since 1995, is a local example of a successful program. Parents drop their children off and catch a bus, Caltrain or light rail to their final destination. Programs to increase access at the Transbay Terminal could include discounts on city and regional bus and Caltrain monthly passes as well as priority enrollment and discounts on tuition for children of all transit users.

The new Transbay District will be a neighborhood in which transit supports development and development supports transit. Residents will live in the most transit-accessible neighborhood in the entire Bay Area, with simple connections to points in all directions. Workers and students in the area will be able to easily commute without driving, thereby encouraging economic growth without increased congestion. Arriving by train or bus from the East Bay, the Peninsula, the North Bay, or even Los Angeles, San Deigo, and Sacramento, visitors will find an exciting array of retail, accommodation, and entertainment destinations all within a short 5-minute walk.

Next Steps

THE NEW TRANSBAY TERMINAL WILL BE A TWENTY-FIRST-Century building to meet 21st-Century transit needs. It is a critical component to support the continued growth and prosperity of the Bay Area.The regional representatives on the Transbay Panel recognize the urgency of moving the project forward and are working cooperatively to bring it to fruition.

Critical next steps will include the following:

- Establish an ownership and operational structure for the facility
- Assemble a funding and financial package
- Conduct the environmental review of the Transbay Terminal, joint development, and Caltrain downtown extension projects
- Develop and refine the building design.

The collective goal is to break ground in 2003, and host the Grand Opening of the new terminal in 2007.

We have all benefited from the investments in public infrastructure from previous generations of Californians. In this moment of great prosperity at the beginning of the new millennium, it is our turn to rise to the challenge to preserve and enrich our quality of life.The Transbay Terminal is an infrastructure investment in our future, in our children's future and in that of generations to come.

This new terminal will be a statement of the values of our society in the new century. It will reflect our intentions to protect the environment, to accommodate growth, to provide equal access for all people. It will be a celebratory gateway to our region and, most importantly, a physical expression of our aspirations.

The Transbay Panel

EXECUTIVE COMMITTEE

The City and County of San Francisco

Maria Ayerdi, Office of the Mayor, Transbay Terminal/Caltrain Downtown Extension Project Director, Member, Peninsula Corridor Joint Powers Board
Supervisor Tom Ammiano

AC Transit

Matt Williams, President, AC Transit Board of Directors
Jim Gleich, Deputy General Manager

MTC

Commissioner Jon Rubin
Lawrence D. Dahms, Executive Director

Caltrans

Harry Yahata, Director, District 4
Denis J. Mulligan, Program Manager, Toll Bridge Program

Peninsula Corridor Joint Powers Board-Caltrain

Arthur L. Lloyd, Member, JPB
Carter Mau, Senior Planner

PANEL MEMBERS

City of Berkeley
City of Emeryville
City of Oakland
San Francisco Redevelopment Agency
San Francisco Department of Parking and Traffic
San Francisco Planning Department
San Francisco County Transportation Authority
Disabled Access Task Force
San Francisco Municipal Railway (MUNI)
Bay Area Rapid Transit (BART)
Golden Gate Bridge, Highway and Transportation District (GGBHTD)
Greyhound Lines
People on the Bus
San Mateo County Transit District (SamTrans)
California High Speed Rail Authority

THE METROPOLITAN TRANSPORTATION COMMISSION

Lawrence D. Dahms, Executive Director
Steve Heminger, Deputy Executive Director
Ann Flemer, Transit Coordination & Access
Rod McMillan, Bridge & Highway Operations

PROJECT TEAM

Simon Martin-Vegue Winkelstein Moris
The Richard Rogers Partnership
Ove Arup & Partners
Jones Lang LaSalle
Oppenheim Lewis
Pacific Transit Management
Fehr & Peers Associates, Inc.
LTK Engineering Services
Nelson/Nygaard Consulting Associates
Business Development, Inc.

Graphic design and composition by SMWM Graphic Design
Patrick David Barber, Designer
Danny Kelley, Designer